

## THE OCEAN YACHT RACE.

## Honors to the New York Yachtmen.

## THE HENRIETTA TO VISIT FRANCE.

## Names of the Four Unfortunate Men Lost from the Fleetwing.

## SUBSCRIPTIONS FOR THEIR FAMILIES.

## OPINIONS OF THE PUBLIC.

## Sketches of the Yachts and Their Captains.

## The Visit to the Queen's Palace.

The yachting party visited Osborne House, one of the residences of the Queen, on Friday morning, and were courteously received by Major General Seymour, who conducted them about the palace and grounds, after which a sumptuous lunch was served for the party.

## Dinner Given by Lord Lennox.

On Friday evening the Commodore of the New York Yacht Club (McVickar), with Mr. Bennett and their yacht friends, dined with Lord Lennox. His Royal Highness Prince Alfred, who manifests great interest in marine sporting matters, was present.

## Honors to the Yachts.

The vessels in the Roads at Cowes displayed the Stars and Stripes alongside the Union Jack in honor of the American yachts.

## The Royal Yacht Club Banquet Postponed.

The grand banquet of the Royal Yacht Club to the members of the New York Yacht Club was postponed until Saturday, in order to allow the latter to enjoy the hospitalities of the civil authorities of the town of Cowes on Friday evening.

The entertainment of the Royal Yacht Club was probably one of the most noticeable international courtesies ever given in England. It was expected that Sir John Simon would preside.

## The Henrietta to Visit France.

The Henrietta will leave here for Havre on Monday (to-day) to gratify the wishes of a number of Americans, and also upon the invitation of French yachtsmen, who desire to see her.

## Subscription in Aid of the Men Lost of the Fleetwing—Only Four Drowned.

A subscription has been started at Cowes for the families of the men who were lost from the Fleetwing, and the gentlemen on the Henrietta gave five hundred dollars in gold. The names of the men lost are Captains Woods and Hazeltine, of Staten Island; first mate Mr. Brown, of Boston, and steward Neilson, of Norway. Seamen Kelley and McCormick, with five others, were swept away with the jibboom, but through the exertions of the remainder of the crew they were saved.

## Discussion of the Contest in and About the City.

That the news of the result of the ocean yacht race would form the principal topic of conversation in the city, yesterday, might have been predicted on the previous evening. The very full telegraphic dispatches published in the Herald commanded as general attention as the first announcement of the successful termination of the contest. In the sporting houses, from those aristocratic establishments where fashionable betting men and the better class of card players congregate, to the more popular resorts, located in the rear of drinking saloons, the sailing time of the vessels, the imaginary advantages and disadvantages of each and every boat, and the good results of which regatta will ultimately be productive, by furnishing the best models for shipbuilders, were discussed at length. In all the houses were to be seen jubilant winners and weeping losers of bets, and large sums of money stated upon the race changed hands and passed into the pockets of those who had given substantial evidence of their confidence in the sailing qualities of the winning yacht. The well lighted saloon of the up town clubs were more numerous people than on most Sundays, and the discussions upon the points of the contest were as loud or as earnest as in the best noted places of resort. While everybody agreed that the ocean race was one of the events of the year, even the losers of bets felt a certain degree of pride when they viewed the contest as a national affair, and regarded it as a demonstration of the pluck and manly spirit of American seamen. Some could better appreciate the dangers of the sea than those whom frequent trips across the boundless expanse of waters had familiarized with the unassuming perils of the deep. Recalling days and nights of imprisonment in the cabin of a large steamer, when from crested waves washed the decks, and billows alternately hid the stern of the monster vessel, they pictured to themselves the little cockle shells breasting the upsurings of old Father Ocean. They heard in imagination the shrieking of the storm and the cries of the masters shouting words of command to their gallant crew, and beheld with the eyes of the mind the sad reality which involved the loss of four lives. As they dwell upon these scenes they thought of the courage of the Yankee sailors with renewed admiration, and commiserated each other with the subject, some approvingly and earnestly contrasting the subject, some approvingly and earnestly contrasting the subject, some approvingly and earnestly contrasting the subject.

The yachts were respectively named as follows:

Henrietta	Fleetwing	Vesta
Captain, Samuel S. Bates	Captain, Geo. D. Bates	Captain, Geo. D. Bates
First mate, M. J. Lyons	First mate, M. J. Lyons	First mate, M. J. Lyons
Steward, John C. Jones	Steward, John C. Jones	Steward, John C. Jones

## Sketches of the Captains of the Yachts.

Captain Samuel S. Bates was born in 1822, in the city of Philadelphia, Pa. He has followed the sea from his youth. When he was sixteen years of age he went to sea on a schooner, and served for the next year on the coast of America. He was promoted through the various grades until he rose to the rank of captain. This was in 1844, when he was appointed to the command of the ship *Katharine*. He made two trips on her, one to Constantinople and the other to Batavia. At the expiration of eighteen months he took command of the ship *Angeline*, owned by Schuchardt & Gehard. He continued in their employ two years, when the vessel was sold. The ship *Breadthright* was then building, and when she was completed, in December, 1843, Captain Bates was appointed to the command of that vessel. The remarkably quick passages which he made in this ship have rendered his name famous, as having made the two quickest trips across the Atlantic on record. The first of these was in the month of December, 1844. The run from port to port was accomplished in thirteen days and eleven hours. The second and fastest trip was made by a sailing vessel from port to port across the Atlantic in February, 1859, in thirteen days and nine hours. Captain Bates remained nine years on the *Breadthright*, and made thirty passages in her in the Liverpool trade, when his leg was broken by the displacement of the rudder in a gale. In consequence of the damage which the ship sustained in the storm, the *Breadthright* put into Liverpool in distress. From the effects of the accident Captain Bates was incapacitated from resuming his profession for twelve months. In June, 1861, he was employed by the government and appointed to the command of the steam tug *John R.*, plying between this city and Fort Monroe. After remaining on her three months, he was transferred to the command of the steamship *McClintock*. In this vessel he was at the scene of the wreck of the *John R.* during the late war, when going people and chiming of bells could not deter from saving the reward of a judgment well placed. Throughout the various public reports of this city, wherever a cluster of half a dozen men were found for the enjoyment of a glowing fire and a "hot whiskey" or "hot" the yacht race was discussed in forcible language.

and from many different standpoints. One of these individuals was born in 1822, in the city of Philadelphia, Pa. He has followed the sea from his youth. When he was sixteen years of age he went to sea on a schooner, and served for the next year on the coast of America. He was promoted through the various grades until he rose to the rank of captain. This was in 1844, when he was appointed to the command of the ship *Katharine*. He made two trips on her, one to Constantinople and the other to Batavia. At the expiration of eighteen months he took command of the ship *Angeline*, owned by Schuchardt & Gehard. He continued in their employ two years, when the vessel was sold. The ship *Breadthright* was then building, and when she was completed, in December, 1843, Captain Bates was appointed to the command of that vessel. The remarkably quick passages which he made in this ship have rendered his name famous, as having made the two quickest trips across the Atlantic on record. The first of these was in the month of December, 1844. The run from port to port was accomplished in thirteen days and eleven hours. The second and fastest trip was made by a sailing vessel from port to port across the Atlantic in February, 1859, in thirteen days and nine hours. Captain Bates remained nine years on the *Breadthright*, and made thirty passages in her in the Liverpool trade, when his leg was broken by the displacement of the rudder in a gale. In consequence of the damage which the ship sustained in the storm, the *Breadthright* put into Liverpool in distress. From the effects of the accident Captain Bates was incapacitated from resuming his profession for twelve months. In June, 1861, he was employed by the government and appointed to the command of the steam tug *John R.*, plying between this city and Fort Monroe. After remaining on her three months, he was transferred to the command of the steamship *McClintock*. In this vessel he was at the scene of the wreck of the *John R.* during the late war, when going people and chiming of bells could not deter from saving the reward of a judgment well placed. Throughout the various public reports of this city, wherever a cluster of half a dozen men were found for the enjoyment of a glowing fire and a "hot whiskey" or "hot" the yacht race was discussed in forcible language.

The news of the result of the great ocean yacht race, which was generally known throughout the city of New York on Saturday night, did not become public property in Brooklyn until the following morning, when the elaborate cable dispatches were read with the greatest avidity and interest by all classes of the community. Mutual congratulations were exchanged between those who had staked funds on the Henrietta, which yacht has long been the favorite among the connoisseurs in yachting matters and residents of the City of Churches. In the vicinity of the City Hall, where numerous boats had been plying the result of the race, the gratification afforded in the pursuit of the news was intense. A certain element in the city were not to be surprised to find some men in consequence of the Henrietta winning the race. The keeper of the City Hall is also believed to have a card about three hundred dollars.

## The Race in the Fleetwing.

The Rev. Henry Ward Beecher, in the morning service at Plymouth church, evidently feeling in a fine flow of animal spirits, brought about by the clear, bright, frosty weather and the retrospect of a year just closing filled with the tokens of a successful ministry, could not refrain from alluding to the subject of the yacht race. It was not a matter of surprise to those familiar with the wide range of subjects from which the reverend speaker draws his imagery, that he should select any object by which to lead clearness or interest to a philosophic idea which he wishes to impress. After many pleasant remarks respecting the private business of the church, he selected his text from the second chapter of Philippians, twelfth and thirteenth verses, which, though they bear distantly on either the Henrietta, Fleetwing or Vesta, it was evident that he had read the recent cable dispatches when he alluded incidentally to the fact that "it required more skill than the mere handling of the helm, although that is essential to send the yacht three thousand miles across the ocean ahead of all others." A slight drift of recognition was evident in many faces at this timely and pointed allusion.

## Description of the Contesting Yachts.

As the three yachts which have successfully crossed the Atlantic will be the theme of general conversation and admiration in all the civilized countries of the world, a description of them will not be out of place.

## THE HENRIETTA.

This beautiful vessel is the property of Mr. George A. Osgood, and is the largest of the three yachts. She was built in 1862 by Henry Steers, of Greenpoint, L. I., from a model by Mr. Wm. Tucker, of this city. This beautiful vessel is of fore and aft schooner rig, and has a very deep keel. Her tonnage is two hundred and fifty tons; she is one hundred and eight feet long, has twenty-three feet beam, and ten feet depth of hold. She is a very beautiful model, her water lines being very fine and her entrance of more than usual elegance. In anticipation of the Atlantic race, the termination of which has so nobly proved her power of speed, the Henrietta underwent a complete overhauling and elaborate alteration. Her bowsprit was shortened, and also her lower mast and mainmast. She was also supplied with an entire new gang of rigging made of the first quality of Italian hemp, new fore and aft and jib stays of charcoal wire, and an extra fore stay which entered at her knees. Her hatchways were rearranged, and in five minutes they could be thoroughly caulked and wooded, and her skylights were all caulked and battened down. Her deck cabin over the ballast was secured by extra sleepers, which were stanchioned under the deck in deep sockets.

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## The Yachts in the Roads at Cowes.

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## THE CAPTAIN OF THE FLEETWING.

Captain Thomas, in command of the Fleetwing, made several remarkable passages in the ship *John R.* He was afterwards appointed to the command of the ship *Victory*, owned by Mr. David Ogden, of this city. After making two or three voyages in her, he took command of the ship *City of New York*, which he left by permission of Mr. Mason, to take command of the Fleetwing.

## THE CAPTAIN OF THE VESTA.

Captain Johnson, in command of the Vesta, was in the employ of Mr. Ogden for many years, as mate in the ship *John R.* Patrick, which vessel he left to take command of the *Invincible*. He has since taken out one or two steamers to China.

## It is a singular fact that all the captains of the yachts

have been in the employ of Mr. Ogden.

## THE OCEAN YACHT RACE—Victory of the Henrietta.

[From the Standard, New York, Dec. 30.] The public on both sides of the great ocean, who have been so anxiously awaiting the result of the yacht race, have, at last, had their satisfaction. The *Henrietta* was not only victorious, but she was so by the arrival of the *Henrietta* at Cowes. The *Henrietta* was a great one, and America has come to feel proud of the heroic spirit of her sailors. The *Henrietta* was a great one, and America has come to feel proud of the heroic spirit of her sailors. The *Henrietta* was a great one, and America has come to feel proud of the heroic spirit of her sailors.

## The news of the result was earliest actually received

in this city by all classes of the community. It spread with the rapidity of lightning in the places of amusement, and both actors and audience could scarcely refrain from giving expression to their feelings of the impulse of the moment. Among the sporting fraternity it was the cause of much hilarity, especially with those who carried away the stakes which had been ventured on the result of the contest. European journals will soon be glowing accounts of the contest, and the American yachtsmen will be the recipients of many ovations and extraordinary courtesies from the hands of our transatlantic brethren.

## The Ocean Yacht Race—Victory of the Henrietta.

[From the Standard, New York, Dec. 30.] It will be seen by our cable dispatch this morning that the *Henrietta*, the yacht owned and sailed by James Gordon Bennett, Jr., arrived at Cowes at five minutes to the hour of the evening of the 29th, having crossed the Fleetwing and Vesta (which arrived next morning) the former by eight hours and fifteen minutes, and the latter by ten hours and fifteen minutes. We are heartily glad of this result. The pluck and enterprise displayed by Mr. Bennett, Jr., in backing his gallant craft, and this determination, in spite of the remonstrances of his friends, to risk a swim with her, deserved success, and for once fortune has crowned desert with victory. He had longer pursued and older braved than his own people, and he has bravely "looked the responsibility," and has come off with flying colors. Messrs. Lorrain and Osgood were very confident that on the point of honor, otherwise they would not have risked their own money, but the young journalist has been hand and some, and we have little doubt that the *Henrietta* can show her stern to the swiftest craft in British waters in a fair race. The glory of this great exploit is clouded, we regret to say, by a terrible calamity—that of the washing overboard of four seamen of the Fleetwing. It is impossible to save the poor fellows, and they were left in the broad Atlantic to perish.

## THE MYSTERIOUS EXPEDITION.

## SPECIAL TELEGRAM TO THE HERALD.

The steamer *Gettysburg* still around the *Henrietta* and selected to take the place of the *Gettysburg* on the secret mission—General Grant said to be going in her.

The *Gettysburg* lies in the same position. No effort

was made to get her off to-day. The water is extremely shallow now, and it is plain that she is stuck pretty low down in the mud. Some men of experience in such cases believe that another method, besides tugging must be resorted to in order to get her off, otherwise there is danger of her being greatly damaged, and it is even possible that she might leave a portion of her keel behind if sufficient force were put on to draw her off. Assistant Secretary Seward was on board, and it is thought he will leave here in the *Don*, which vessel has been selected to go on the mission upon which the *Gettysburg* was started. One or two of the officers of the *Don*, who were left ashore when she started from New York on Thursday morning, are at present stopping here at the City Hotel. As the *Don* put out in extremely bad weather, and was due here yesterday, and has not yet arrived, there is some anxiety about her. The utmost secrecy is observed as to the object of the cruise. It is rumored that General Grant is going on the voyage, and will get on board the vessel at some other port.

## CANADA.

## SPECIAL TELEGRAMS TO THE HERALD.

D'Arcy McGeer not wanted as the Commissioner to the Paris Exposition for the Province—Smuggling Operations on the Frontier.

## MONTREAL, C. E., Dec. 30, 1886.

There is considerable opposition manifested by the Montreal *Witness* against D'Arcy McGeer's being sent to the Paris Exhibition as a commissioner from the province. The *Witness* says that if the province cannot send a better representative, none should be sent. Information has been forwarded to the agents of the Treasury Department that large quantities of goods subject to duty are being smuggled across the frontier, for the purpose of running them across the lines and evading the payment of duties. Great dissatisfaction exists in this city at the result of the *Sweetwater* trials.

## Collision on the Great Western Railroad.

Numbers Killed and Wounded—An Interlocking of the *Huron* and *Ontario* Ship Canal, &c.

## TORONTO, C. W., Dec. 30, 1886.

Last night a serious accident occurred near the Komoka station, on the Great Western line, between London and Windsor. Several passengers are said to have been killed and over thirty seriously injured. The accident was caused by cars colliding.

## A fire, said to be the act of an incendiary, took place

this morning at Yorkville. Several prominent Southerners are at present stopping at the Queen's Hotel. The report of Lieutenant Governor Brown, to the Point of Trade of Chicago, on the commercial prospects of the *Huron* and *Ontario* Ship Canal, has given general satisfaction. Mr. Caprell, the President of the company, purposed leaving for England at once.

## The Madoc Gold Mines.

## BALTIMORE, C. W., Dec. 29, 1886.

The Madoc gold mines are a few miles back of this point. You come here by the Grand Trunk Railroad. They take a stage to the mines. Although many people are flocking to the mines, and there is a high price for gold, it is not yet of much importance. The gold is found mostly in quartz, and rather thickly interspersed. Some gold is found in the form of the "Richardson" for which \$45,000 is said to have been offered.

## The mode of mining is still a very rude one, and

the mines are rather being tested than earnestly worked. The people are mostly from Toronto and Montreal, and the latter cities and towns along the Grand Trunk Railroad contribute a few adventurous spirits. Few Americans are here, and they mostly hail from Ogdensburg. It would not be well for many more to come, for they would only be disappointed in their expectations. Recently the Canadian authorities have been very strict in their examination of the mines, and have been very strict in their examination of the mines, and have been very strict in their examination of the mines.

## INDIAN AFFAIRS.

## St. Paul, Minn., Dec. 30, 1886.

Orders from Washington have arrived to bring the chiefs of the Sisseton Sioux Indians to Washington to make a treaty for the cession of their lands and guarantee a safe passage to their country. Minnesota, who for locating them on farms and to obtain a permanent peace and security to our frontier. About twenty of the braves will pass through our city on their way to Thompson, agent.

## FIRE IN CONCORD, N. H.

## CONCORD, N. H., Dec. 30, 1886.

The *Pennacook* cotton mill, a three-story stone building, took fire yesterday afternoon in the upper story, in which the flames were mainly confined. The cause of the fire was not ascertained. The loss was estimated at \$50,000. The loss was estimated at \$50,000. The loss was estimated at \$50,000.

## FIRE AT CHICAGO.

A fire last evening at the intersection of North and South Wells streets destroyed a boarding house known as the *Windsor Hotel*. Total loss \$30,000. Insurance was \$10,000. The building was burned over, with the loss of all the personal effects.

## EUROPE.

## NEWS TO DECEMBER 30.

## The Eastern Question Complicating to a War Issue.

## Napoleon's Plan of a Quadruple Christian Alliance.

## Prussian Order on German Emigration.

## THE EASTERN QUESTION.

Several newspapers of Napoleon for a Quadruple Christian Alliance. London, Dec. 30, 1886. A Belgian paper of character says that the government of France has asked those of England, Austria and Italy to form an alliance in view of the trouble apprehended in the matter of the Eastern question. But it is said that the great powers of Europe have no present intention of interfering.

## British Warning to Greece.

London, Dec. 30, 1886. It is said that the British Minister in Greece has been ordered to talk seriously to that government relative to the warlike acts of bands of Greeks entering Thessaly.

## The Turco-Greek Difficulty.

London, Dec. 30, 1886. The bad feeling between Greece and Turkey is increasing, and war between the two powers is seriously threatened.

## Marine Difficulty of Italy with Turkey.

London, Dec. 30, 1886. The Italian government has demanded indemnity from the Sublime Porte for firing into an Italian steamer while plying in Candian waters.

It is not known what answer the government of the Sultan will make to the demand, but it is believed the future of the Eastern question will be much affected by its tone.

## THE UNITED STATES SQUADRON.

## Movements of the Minotaur.

PARIS, Dec. 29—Evening. The United States iron-clad monitor *Minotaur* and consort, the steamer *Augusta*, arrived at Gibraltar on the 23d instant, en route for the Mediterranean ports.

## IRELAND.

## Removal of English Regiments from the Island.

London, Dec. 29, 1886. Orders have been issued for the return of two regiments of regular troops from Ireland.

## ENGLAND.

## The Meeting of Parliament.

London, Dec. 29, 1886. It has been decided that Parliament will meet on the 5th of February next.

## It is now said that Queen Victoria will open Parliament

in February in person.

## GERMAN EMIGRATION.

## Prussian Order to Arrest Foreign Political Emigrants.

Berlin, Dec. 29—Evening. Official orders have been received to arrest Prussian subjects about to emigrate from the kingdom, intending to evade the national (badmeyer) militia.

## HUNGARY.

## The General Election and Political Riots.

London, Dec. 30, 1886. During the elections in Hungary yesterday there were serious riots.

In one place the soldiers were called out, and one man was killed in a cavalry charge made to suppress the riot.

## SPAIN.

## The Expected Royal Coup d'Etat.

Madrid, Dec. 29, 1886. It is current stated that the Queen of Spain will dissolve the Cortes.

## The United States in Treaty for an Island.

PARIS, Dec. 29, 1886. It is rumored that the United States have entered into negotiations with the Spanish government for the cession of the Island of Minorca.

## ITALY.

## The Legislative Address to the Crown.

London, Dec. 29, 1886. The Parliament of Italy has adopted the address of King Victor Emmanuel by a large majority.

## CHINA.

## Reported Victory of the French.

London, Dec. 29, 1886. The Malta and Alexandria telegraph cable is not working. An arrival from Alexandria states that advances have been received there that the French fleet has taken the forts at Kianglo, and that the city is in their possession.

## MARINE INTELLIGENCE.

## The Steamer Denmark from New York on the 14th,

has arrived.

## The steamer America, for Bremen and the Europe,

for Havre, have touched here and left for their destinations.

## Disaster to a Steamer.

London, Dec. 29, 1886. It is feared that seven of the crew of *Rosa Winans*, a cigar steamer, have been drowned; a small boat belonging to the vessel has been found capsized in the Thames, and the men are missing. One of them was an American.

## FINANCIAL AND COMMERCIAL.

## The London Money Market.

London, Dec. 29—Evening. The money market is unchanged. Consols closed at 90 1/2 dividend.

American securities are lower. United States five-twelves, 72 1/2; Illinois Central shares, 79 1/2. Erie shares, 45.

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## Liverpool Cotton Market.

Liverpool, Dec. 28—Evening. Cotton is easier, with sales of 10,000 bales at former quotations.

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